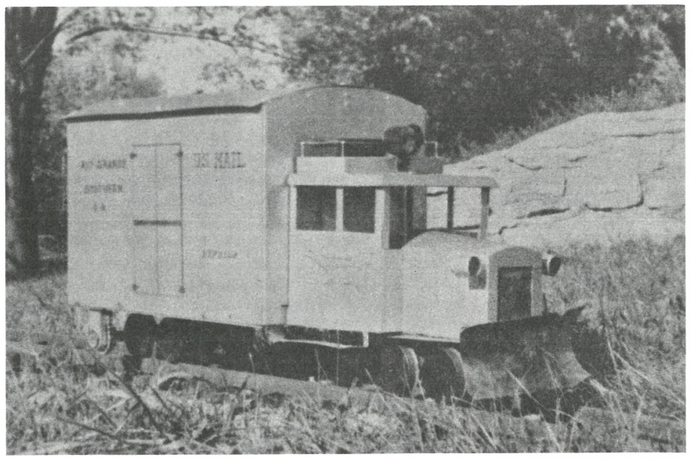
*Gallopin' Goose*



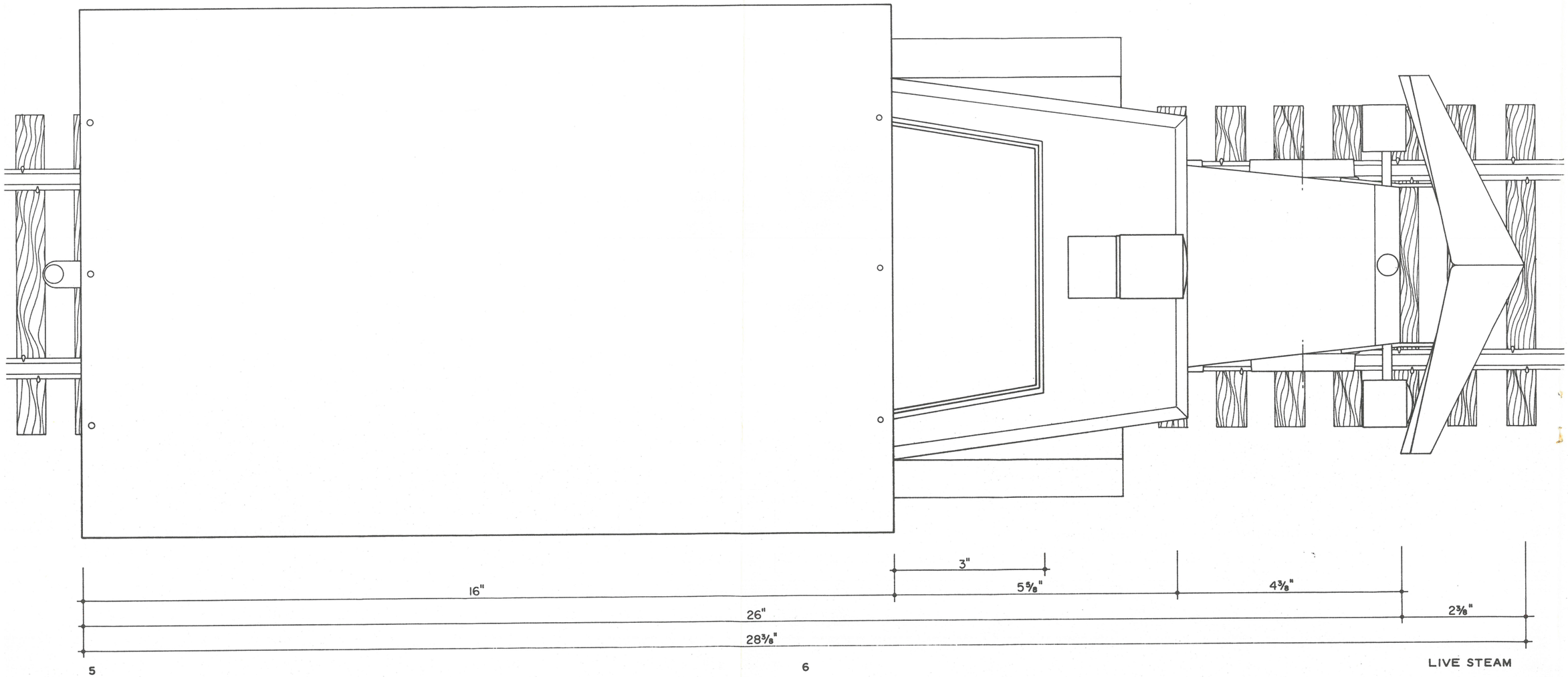
Headed toward Dollar Divide.

lity and a little ugly. They did work, and somehow for ten years they held together a rickety railroad that perhaps would not have survived the depression years; gave it life for the time when the Rio Grande Southern in return made it possible for man to release the most wonderful and deadly power on earth. There's a little bit of the fable of "The Lion and The Mouse" in the story. I cannot help but admire the machines and the men who ran them around the dizzy trestles of Ophir and up through the snows of Lizzard Head Pass, and from there straight to glory.

For my own enjoyment, there is nothing to equal the operation of a steam locomotive, but there is a great deal of satisfaction in simply riding on the steel flanged wheel. A young friend of mine - William Cook whom we call "Billy," had become quite proficient at the operation of my Atlantic "Evelyn" and the operation of an engine belonging to someone else usually leads to the wish of having one of your own. The real stumbling block for Billy's ownership of a locomotive was his age - 11 years to be exact. Unlike most boys of this age, he was willing to listen to the starting of a less pretentious project; one more in keeping with his experience. So was born the idea of a small "Gallopin' Goose."

This "Goose" was built to the scale of approximately 1–3/16" to the foot, as the full-sized machine was made to operate on 3' gauge and thus the small one was to be run on 3½" gauge track. As there were no plans available, Billy made a full-sized layout from a photograph taken at the Colorado Railroad Museum at Golden, Colorado. I made the photo in 1962 with my son Greg standing alongside, and this was used for a size comparison. Using the 1–3/16" scale, this truck on flanged wheels became so big it was necessary to shorten it slightly to make it easier to move about, and the total weight is 85 pounds. It measures 28½" long, 13½" high, and 9½" wide.

The decision was made to use electric power because of the easier construction and operation. The first power unit made used a six-volt heater fan motor (automotive), and from the early test it seemed to have sufficient torque

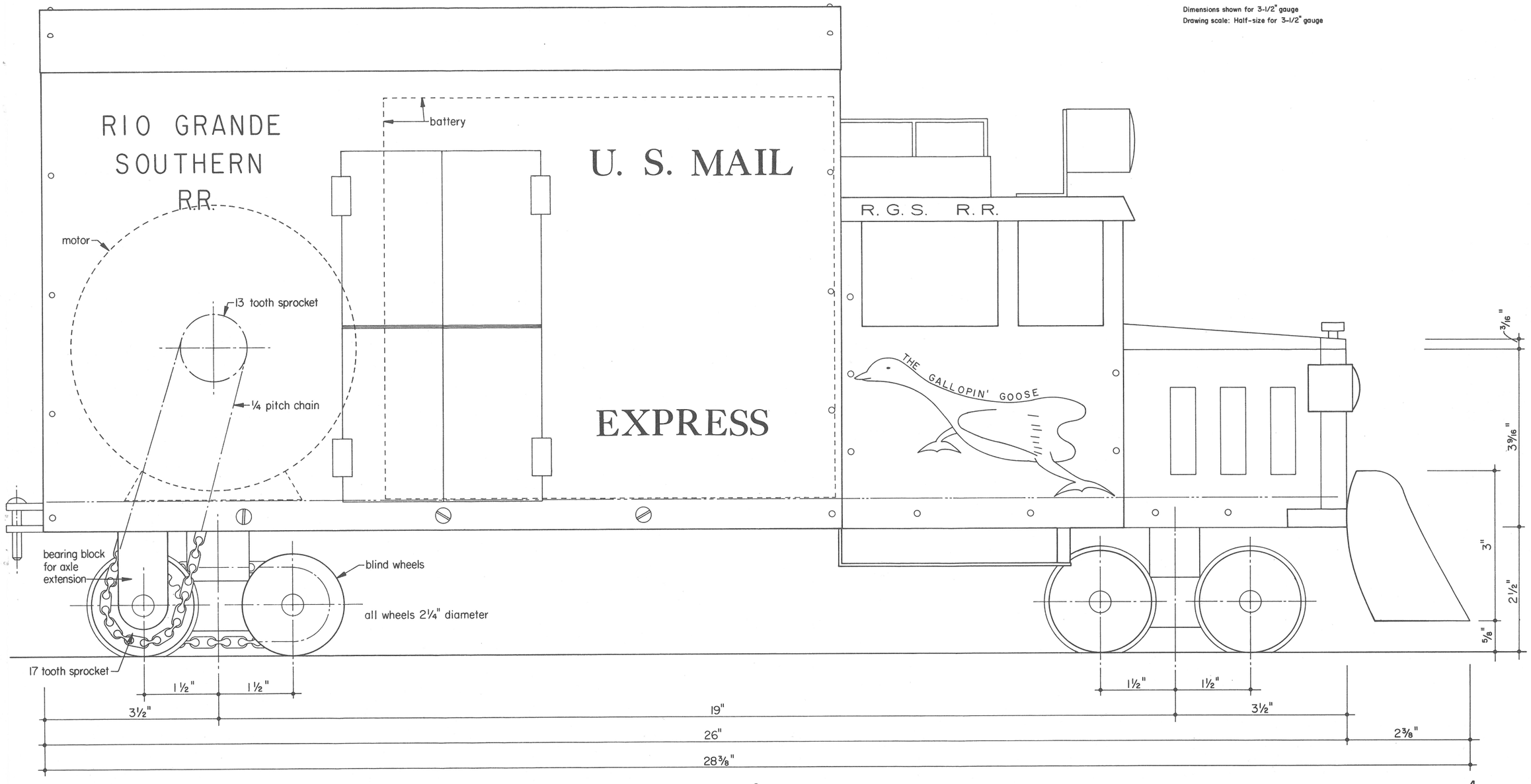


PHOTOS BY JOHN BARDO

# by Robert W. Maynard

Cincinnati Cinder Sniffers

In a section of the mountains covering Southwestern Colorado are some of the most rugged sections of narrow gauge railroading on the North American Continent; and this kind of mountainous terrain is known as "Goose Country." This part of the world was the home of the Rio Grande Southern Railroad - the dream of the empire builder, Otto Mears. It was a gigantic 155-mile long "shoo-fly" built in a wandering path through, beside and over the mountains; a long path to cover a short few miles between Ouray and Silverton, Colorado. This dream ended in the blast at Hiroshima... and that blast, in a way, started on the Rio Grande Southern if you take a long look at fate and was made possible by the "Galloping Geese."

The "Geese" were a collection of parts - some auto, some truck, and a little bit of railroading-held together with the ingenuity of the motive power department. At best, one would say they looked a bit odd, certainly not by any standard could they be called beautiful; in fact, they were uti-

Dimensions shown for 3-1/2" gauge
Drawing scale: Half-size for 3-1/2" gauge